

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7210.3V

CHANGE: 1

EFFECTIVE DATE: July 31, 2008

TRACKING #: 31- 2-9-9

SPECIALIST/ROUTING: Ken Bassard AJT-23 x58625

1. PARAGRAPH NUMBER AND TITLE:

2-9-9, SPECIFIC AREA MESSAGE ENCODING (SAME) WEATHER RADIOS

2. BACKGROUND: This paragraph will provides guidance for use of National Oceanic and Atmospheric Administration (NOAA) weather radios equipped with Specific Area Message Encoding (SAME) to be utilized by personnel in air traffic control towers.

3. EXPLANATION OF CHANGE: Provides guidance for use of National Oceanic and Atmospheric Administration (NOAA) weather radios equipped with Specific Area Message Encoding (SAME) 104.285 to be utilized by personnel in air traffic control towers.

4. CHANGE:

OLD

Add

Add

Add

Add

Add

Add

NEW

**2-9-9. SPECIFIC AREA MESSAGE
ENCODING (SAME) WEATHER RADIOS**

TERMINAL

**SAME Radios shall only be used to provide
weather information for occupants of Terminal
facilities. This equipment is not certified for the
purpose of providing weather or any other
aviation-related information and therefore shall
not be used for any aviation-related purpose.**

**a. SAME Radios shall not be used in lieu of
pre-existing emergency evacuation procedures
or FAA certified sources of aviation related
weather data.**

**b. SAME Radios shall only be programmed
for the specific county/territory of the facility.**

**c. The following shall be affixed to the SAME
Weather Radio so as to be visible: "This
equipment is not certified for the purpose of
providing weather or any other aviation-related
information and therefore shall not be used for
any aviation-related purpose."**

No further changes to paragraph.

5. **INDEX CHANGES:** Add new topic Specific Area Message Encoding (SAME) Weather Radios.

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** The Use of Specific Area Message Encoding (SAME) Weather Radios

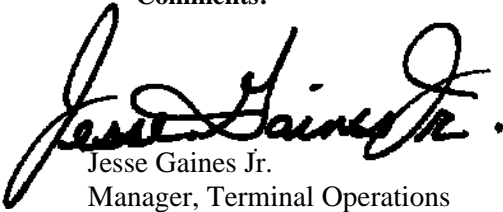
8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ Proposed change meets full SMS requirements for safety risk assessment.

☐ (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

☒ Proposed change is not safety related.

Comments:


Jesse Gaines Jr.
Manager, Terminal Operations

Date: 1/23/08